

# Points of Interest

along the

Delaware River

on the

Pennsylvania and New Jersey Shores

Prepared for the Visit of the Delegates to

The Fifth Biennial Meeting of  
International Congress of Chambers of  
Commerce and Industrial and  
Commercial Associations

On the Occasion of their Visit to  
Philadelphia,

Wednesday, October 16, 1912

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**T**HE Philadelphia Navy Yard, belonging to the Government of the United States, is established on ground donated to the Government by the city of Philadelphia, and is situated at the junction of the Delaware and Schuylkill Rivers, forming the southern point of Philadelphia's 129 square miles of area. The site was formerly an island, but is now a part of the mainland through the artificial extension of the central street of the city (called Broad) across the back channel.

It has an area of 475 acres, with an additional land area of 447 acres; this gives a river front so large that seven vessels can be accommodated along the wharves, 12 battleships can be anchored in mid-stream without interfering with commerce, and the entire battleship fleet of the Navy could be put in reserve in the back channel. In addition there are 200 acres of land reserved for housing and drilling the personnel of the Yard, for recreation purposes and for officers' quarters.

It is situated 90 miles from the sea, on a fresh water river that has a rise and fall of tide of only slightly over six feet; vessels anchored or docked there are beyond reach of salt water and the consequent danger to and deterioration of hulls due to marine growths. The Delaware River now has a channel of 30 feet to the sea, and government provision has been made for the uniform depth of 35 feet; this channel is so broad, so well marked and lighted, that a squadron of eight warships sailing in divisions of four, can be

docked or anchored off Philadelphia Navy Yard in from ten to twelve hours after leaving the open sea; yet at the same time the Delaware River presents such excellent facilities for defensive armament that a foreign power would find it virtually impossible to attack a fleet anchored there. Any number of vessels might remain indefinitely with inexhaustible supplies of food, coal and skilled labor.

For repair work it has the best mechanical equipment, so that vessels would be anchored within 400 feet of the working quarters—an unusual condition. The present dry-docks accommodate vessels as large as 522 feet in length and of 89 feet beam, and it is expected at no distant date to have a new dock sufficiently large to accommodate the newest additions to the Navy. The land is formed of alluvial deposit resting upon a bed of gravel, this being an ideal condition for construction both as to low cost and speed. The Navy Yard is physically a part of Philadelphia, a city of 1,600,000 inhabitants, 300,000 skilled workmen, 16,000 separate manufacturing plants working in 300 lines of manufacture. It is in the heart of a great producing center, excellently served by railroads, river and canal, and with railroad connections extending directly into the Yard. It is on the edge of the greatest coal and iron producing section in the country; at its doors may be obtained supplies of every kind, either in time of war or peace; and within a radius of 100 miles can draw supplies in men or materials from six states, with a population of 22,000,000. The labor market is also readily available, and no difficulty is experienced in getting men well qualified for all necessary work.



## PENNSYLVANIA

Points of interest along the Delaware River on the Pennsylvania and New Jersey shores, prepared for the use of the Delegates to the Fifth International Congress of Chambers of Commerce on the occasion of their visit to Philadelphia, Wednesday, the 16th of October, 1912:

Philadelphia Navy Yard.

Back Channel mouth.

Greenwich coal piers of the Pennsylvania Railroad.

Pennsylvania Salt Manufacturing plant.

Baltimore & Ohio Terminal with branch Emigration Station at Pier 80.

Philadelphia Ship Repair Company, floating dock.

Spreckles' Sugar Refinery.

Washington Avenue. Terminals of Pennsylvania Railroad and grain elevator.

South Street, southern boundary of the old city as laid out by William Penn.

Site of new municipal pier at Dock Street.

Transatlantic pier at Spruce Street.

Philadelphia & Reading ferries for seashore traffic.

Municipal pier at Chestnut Street; the upper part is utilized for recreation and for children's hospital work in summer.

Market Street ferries, connecting with the opposite shore of New Jersey and for seashore traffic.

New municipal pier at Vine Street; best equipped in the United States.

Pennsylvania Sugar Refinery.

Transatlantic piers and lumber shipping section.

Penn Treaty Park, the site of the treaty entered

into between William Penn and the native Indians in the year 1683. It has often been stated that this was the only treaty never sworn to and never broken.

Cramp's Ship Yard and Drydocks.

Port Richmond grain elevators.

Port Richmond coal piers of the Philadelphia & Reading Railroad.

Allegheny Avenue municipal pier.

Gas-works pier.

Fitler Cordage Works.

Bridesburg municipal pier.

Mouth of Frankford Creek.

United States Arsenal, where are manufactured large quantities of ammunition for the United States Government.

Lardner's Point pumping station, largest pumping station in the world.

Disston's Saw Works. In these Works 14,000,000 separate articles are produced every year, from the smallest type of file to the largest saw.

House of Correction.

Mouth of Pennypack Creek. On the banks of this creek is located the new sewage disposal plant, and nearby the County Prison.

Torresdale Filter Plant. This new filtration system represents an expenditure of \$27,000,000.

Mouth of Poquessing Creek, northeastern boundary of the city of Philadelphia.

## NEW JERSEY

Fort Mercer, Red Bank, scene of General Greene's  
battle with Hessian troops in 1777.  
Washington Park.  
Mouth of Big Timber Creek.  
Gloucester Ferry.  
New emigration station.  
Mouth of Newton Creek.  
New York Ship Building Company.  
John Dialogue Ship Building Company.  
Kaighn's Point ferry.  
Federal Street ferry.  
Passenger terminals, Pennsylvania Railroad.  
Cooper's Point ferry.  
Quigley & Dorp marine railroad.  
John Mathis & Company, marine railroad.  
Rilet & Barrett floating dock.  
Camden Ship-building Company.  
Petty Island, proposed site of amusement center.  
Fisher's Point dyke.  
Pennsylvania Railroad bridge, carrying trains  
direct from north, south, east and west to the  
seashore without change.  
Mouth of Pensauken Creek.  
Riverton.  
Mouth of Rancocas Creek.

FROM THE JOURNAL OF THE PHILADELPHIA CHAMBER OF COMMERCE.

	Value of Products 1909	Estab- lishments 1909	Wage Earners 1909	Wages 1909
Boots and shoes.....	\$ 6,517,000	58	3,466	\$1,594,000
Boxes, fancy and paper.....	3,822,000	65	3,379	1,113,000
Brass and bronze products.....	4,037,000	49	1,042	625,000
Bread and other bakery products	19,013,000	1,208	4,598	2,592,000
Carpets and rugs other than rag.	22,629,000	84	10,363	4,722,000
Cars by steam railroad com- panies.....	5,318,000	10	3,669	2,527,000
Chemicals.....	9,643,000	16	1,753	1,046,000
Clothing, men's, including shirts	29,001,000	456	12,215	5,962,000
Clothing, women's.....	30,133,000	351	13,500	6,574,000
Confectionery.....	7,315,000	129	2,891	1,008,000
Copper and tinsmithing.....	7,493,000	134	2,939	1,559,000
Cordage and twine.....	3,325,000	8	1,163	429,000
Cotton goods, including small wares.....	22,603,000	137	9,783	4,437,000
Dyeing and finishing textiles....	6,327,000	104	3,575	1,829,000
Electrical machinery and supplies.....	7,065,000	45	1,759	923,000
Fertilizers.....	4,268,000	6	764	375,000
Foundry and machine shop prod- ucts.....	38,685,000	545	17,141	10,135,000
Furniture and refrigerators.....	8,052,000	147	3,393	1,940,000
Hats, fur and felt.....	10,402,000	27	5,825	3,101,000
Hosiery and knit goods.....	23,971,000	177	15,999	5,753,000
Iron and steel works and rolling mills.....	11,789,000	8	4,821	2,774,000
Leather goods.....	3,994,000	84	1,707	781,000
Leather, tanned, curried and fin- ished.....	23,526,000	41	5,972	3,009,000
Liquors, malt.....	14,257,000	48	1,857	1,443,000
Lumber and timber products..	7,703,000	98	3,248	1,812,000
Marble and stone work.....	3,464,000	98	1,619	1,080,000
Millinery and lace goods.....	5,052,000	90	2,770	956,000
Paint and varnish.....	8,045,000	50	1,197	689,000
Paper and wood pulp.....	4,122,000	7	1,301	629,000
Paper goods, not elsewhere speci- fied.....	3,597,000	31	1,311	518,000
Patent medicines and druggists' preparations.....	9,423,000	174	2,140	897,000
Printing and publishing.....	45,807,000	931	13,681	8,249,000
Silk and silk goods.....	6,502,000	32	3,056	1,235,000
Slaughtering and meat packing..	22,079,000	81	1,109	793,000
Soap.....	7,319,000	32	799	388,000
Tobacco manufacturers.....	13,429,000	406	6,545	2,650,000
Woolen and worsted goods.....	54,922,000	131	19,177	7,996,000
All other.....	231,427,000	2,191	60,357	32,229,000
Total.....	\$746,076,000	8,379	251,884	\$126,381,000



## WHEREIN PHILADELPHIA IS FIRST

The first law school in America opened here, in 1790.

The first American flag was made at 239 Arch Street.

The first American volunteer fire company was organized here, in 1736.

The Mint of the United States was established here, in 1792, by Act of Congress.

The first coins made in the United States were struck at No. 29 North Seventh Street.

The first medical school in the United States was inaugurated in Philadelphia in 1751.

The first paper mill built in America was erected upon the Wissahickon Creek, in 1690.

The first pianoforte manufactured in the United States was made by John Behrent, in 1775.

The mariner's quadrant was invented by Thomas Godfrey, in Germantown, Philadelphia, 1730.

The Philadelphia Water Works, the first of the kind in the country, was commenced May 2d, 1799.

The first hospital in connection with a university in the United States was opened in Philadelphia.

The first public library in the United States was founded by Benjamin Franklin, in 1731.

The theory that lightning and electricity were the same, was demonstrated by Franklin, 1752.

The first American expedition for Arctic exploration left Philadelphia, March 4th, 1753.

The first vessel moved by steam was navigated at Philadelphia by John Fitch, July 20th, 1786.

The first school of anatomy in America was opened here by Dr. William Shippen, in 1762.

The first pleasure grounds for the people laid out in America were dedicated here, in 1681.

The first experimental railroad track laid down in the United States was put down in a yard adjoining the Bull's Head Tavern, Philadelphia, in September, 1809.

The first Academy of the Fine Arts, established, 1805.

## CONDENSED STATISTICS OF THE CITY OF PHILADELPHIA

Area, 129 square miles.

Population, over 1,600,000.

Thirty-three miles of tidewater frontage.

Two hundred and seventy-five thousand homes.

Over six hundred miles of modern paving.

Largest park spaces in America.

Greatest public building in the world.

Nearly one thousand regular inward and outward bound passenger trains daily.

Value of foreign maritime traffic over \$50,000,000 per year.

Leader in ship and locomotive building, and in many special lines of industry.

First American city in places of historical interest.

Unequaled in advantages and facilities for traffic with all parts in the West and South.

We lead in facilities for medical, dental, technical and art educations.



**T**HE channel of Delaware River is under supervision and control of Federal Government; that between pierhead lines, exclusive of channel, is under control of the Board of Commissioners of Navigation. The wharf front of the city of Philadelphia is under control of department of Wharves, Docks and Ferries, having charge of construction and operation of Municipal piers and of dredging plant, and operates ice breakers, to keep the channel open in winter. The last pier completed is at foot of Vine Street; it is concrete with steel superstructure, double-deck, with eight electric elevators; its cost was over \$1,000,000, and is not excelled in this country, if in the world. Another is now under construction at the foot of Dock Street, and the new Loan Bill will include the sum of \$1,600,000 for further improvement and development of the port.